

OGDEN'S YEAR OF UNEQUALLED ADVANCEMENT

Progress Made in Every Line Insuring the City's Future With Certainty.

Southern Pacific's Undertaking of the Lucin Cut-off Establishes the Importance of the Place as a Railroad Centre.

SPLENDID performances in all lines of healthful business activity have marked the achievements of Ogden and Weber county during the year now closing. Push, energy, enterprise, industry and good business judgment, united with favorable location and magnificent natural resources, have begun to crystallize in results and have made assured the commanding future of the Junction City and its environs. Evidences of the city's stability are shown on every hand.

An appropriation for a public building to cost \$225,000 has been made by congress, and the contract will soon be let for its construction.

Railroad Center.

Early in the year the importance of Ogden as a railroad center was definitely and positively established by the commencement of work on the mighty engineering feat of bridging the Great Salt Lake, a work requiring the expenditure of several millions, but a necessity in the great trade between Ogden and Orient. This work, now under way on a large scale just west of the city, together with much other railroad work in all directions, brings hundreds of thousands of dollars into circulation each month. One local firm—the Utah Construction company—has built no

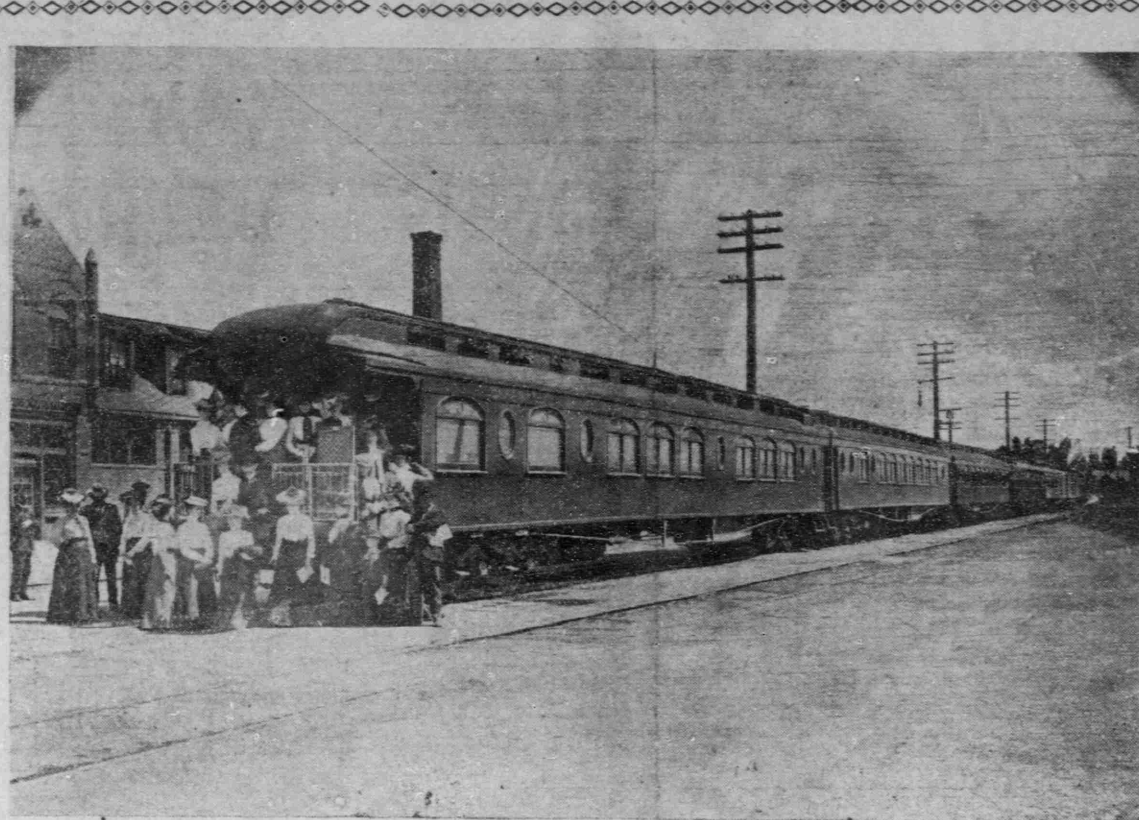
being developed along all lines. Good roads are being constructed all over the county and car systems developed. Details have been practically completed for the construction of an electric line up Ogden canyon to Ogden valley. A motor line already connects the northern part of the county with the city. There has been a healthy movement in real estate all during the year, the tendency being for local investors to regain control of business property which had heretofore passed into the hands of eastern capitalists and trust companies. In short, Weber county and Ogden show every sign of healthful prosperity as the new year of 1903 begins.

Carnegie Library.

The building for the Carnegie free library, which has been practically completed, will be opened to the public in a few months and will be splendidly equipped and furnished. The \$25,000 for building the structure was furnished by Andrew Carnegie, and its management is in the hands of a board of non-directors who are officers of the city. At present the city furnishes the library rooms in the city hall, and the institution co-operates splendidly with public schools and the educational interests.

Mortgage Paid.

The healthy tone of business through-



ALL ABOARD.

Building During the Year Dwarfs Into Insignificance All Previous Records.

Payrolls Now the Greatest Ever Known—Weber County Shares in General Prosperity of Territory Tributary to Ogden.

the world. The change will give the Southern Pacific some of the grandest and most unique scenery of the world.

Expense Out No Figure.

Expense seems to count as nothing in the remarkable piece of construction work. Upwards of 1,500 men have been employed at one time on various parts of this one enterprise, although at the present winter season the force is somewhat smaller.

Timbers eighty feet long, shipped from Washington and from Texas, are to be used by the hundreds of car-loads—timbers of which the actual lumber value would be more than \$3 each. Of course, a great part of the trestle can be constructed with much shorter piling, but, on the other hand, many of the eighty-foot timbers have to be spliced.

Near the flat, low eastern shore of the lake is a long low hill, locally known as "Little Mountain." This elevation is practically small mountain of rock and seems placed there by nature for the very purpose of aiding in this work. Day after day the workmen are drilling holes for the insertion of powder to blast down tons and tons of this material; steam shovels load it into cars and it is taken out to ballast the track.

The Promontory point forms another

plays about fifty men. The express offices, Wells-Fargo and Pacific, also have offices in the building, likewise the Pullman company and railway mail service, besides the numerous buildings connected with the operation of the road.

The baggage business during 1902 showed an increase of about one-fourth in the number of pieces handled over the previous year, making about 500,000 pieces in all.

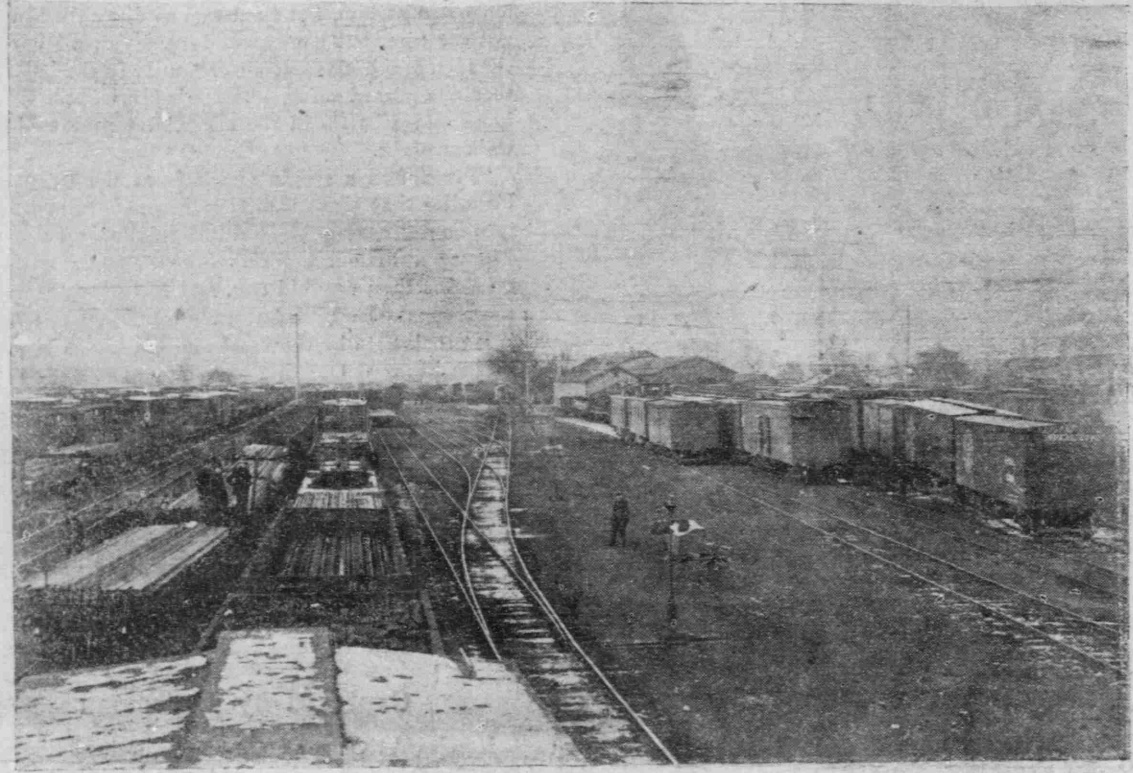
Freight and passenger business over each of the four roads has shown a great increase during the past year. This applies to through freight as well as to local freight.

The same general statement is true as regards passenger business which steadily grows in volume each year. About 2,500,000 passengers passed through the union depot during the past twelve months, which means that Ogden has a traveling population averaging over 7,000 for every day of the year.

Potatoes as Food.

(Hartford (Conn.) Farmer.)

There is a simple way to test the food value of potatoes, according to Professor Coff. In making them, the starch is an old custom to put a potato in water and stir it until the potato floats. But if several potatoes are put in together,



VIEW IN RAILROAD YARDS. THE DISTRICT OF WHICH THIS IS A CORNER COMPRISES ABOUT 100 ACRES.

less than 150 miles of new railroad, and has sixty-two miles in Montana still under construction. Nearly all the new work represents new road in Utah, and all tributary to Ogden.

Public Improvements.

The city of Ogden has continued a liberal policy of public improvements, and the paving of business streets, inaugurated two years ago, has been consummated to the extent of two blocks, and two more are to be paved this year.

Splendid markets have been afforded for ample crops, and new industries are

out the country during the past year is nowhere better exemplified than in the office of the county recorder, where the records show real estate transfers aggregating, according to the county clerk, some men as E. J. Harriman, William Hood, H. S. Burt and Julius Kruit-schnitt, great railway magnates, who had the ultimate decision resulting in the building of the Ogden-Lucine line, which means so much to Ogden.

Great Supply Point.

Naturally the Junction City is a central point for the great enterprises in railroad and canal building which has for the past few years been rehabilitating the west. Aside from the great Ogden-Lucine line, which is being constructed across the Great Salt Lake by the Southern Pacific itself, the city is the general headquarters and supply point for much of the other work being done on all the roads throughout the Rocky mountain country.

The Utah Construction company is an Ogden corporation, and has an average monthly payroll of about \$75,000.

Corey Bros. & Alden, another large firm, is composed mainly of Ogden men and has its offices there.

Kilpatrick Bros. & Collins, a great Nebraska concern, have established headquarters in this city and have an immense storage camp and repair shops established here.

Five flouring mills in Ogden have a total capacity of 550 barrels per day, and the product commands the highest figures in the markets of the west, the flour being shipped to China, Japan, the Philippines and Hawaii in years when it is not needed for local consumption.

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will this season consist of about 18,000 tons. All ice ponds are inspected with a view to perfect sanitary regulations. About 110 men find employment during one month of the year in putting up the local pack alone.

Weber Club.

The Weber club of Ogden is the business association of the city, comprising the entire fifth floor of the Eccles building. The club is presided over by F. J. Kiesel and numbers among its members such men as E. J. Harriman, William Hood, H. S. Burt and Julius Kruit-schnitt, great railway magnates, who had the ultimate decision resulting in the building of the Ogden-Lucine line, which means so much to Ogden.

Postoffice.

The receipts of the Ogden postoffice will this fiscal year pass \$40,000, putting it in the first class and bringing a raise in salary to its chief employees. The importance of the office has greatly increased in other lines, as it is a terminal and check office for much through registered mail and the pay for about fifty clerks in the railway mail service is disbursed directly from there, under direction of the office at Washington.

Rural free delivery, predicated a year ago, has become an accomplished fact, and three routes are now well established. Thus every town in Weber county has a daily mail—Sunday excepted—while about eight-ninths of the families have the mail delivered at their doors or in their offices.

The three free delivery routes cover all the country districts of the county, excepting Ogden valley, where there are three towns, and excepting Burch Creek and Riverside, which are close to Ogden, and also Utah, which has a semi-daily mail. It would be hard to find a community better served in the matter of postal facilities than is Weber county and its environs.

H. H. Davis is the postmaster and Rufus Garner, assistant.

Much Building Done.

The volume of building accomplished during the year 1902 has been the greatest in Ogden's history. The work has been along all lines—business blocks, warehouses and homes. There have been many homes erected of a more pretentious appearance than in former years—homes costing from \$5,000 to \$10,000. But the greatest activity has been in the building of homes for wage earners. Small but comfortable cottages, the building of which under the direction of those who are to own and occupy them, is the surest sign of a splendid and lasting prosperity.

The new Catholic church, costing about \$80,000, was completed; also a fine new stake house for the relief society of Weber stake, while a new Presbyterian church has been started and is being pushed rapidly toward completion. The appropriation of \$25,000 for a government building in Ogden alone a sufficient guarantee that the activity will continue. The cost of actual building done during the year, in the city alone, will approximate \$300,000.

Property Valuations.

The assessed valuation of Weber county is \$11,962,813. Of this, \$4,736,694 was in real estate and \$3,116,655 in land improvements. Cattle, horses, hogs, etc., are valued at \$380,528; merchandise at \$82,176; machinery, tools, etc., at \$215,391; money and solvent credits at \$303,529, and miscellaneous personal property at \$1,074,684.

Railroads, telegraph and telephone systems, car companies and the like,

assessed by the state board of equalization, are valued at \$1,276,858.

Fine System of Roads.

The citizens of Weber county are firm believers in good roads and a liberal expenditure of money for their improvement and for the opening up of new highways is a policy that is always approved. The county boasts the finest canyon driveway in the west, outside of Yellowstone park—namely, the Ogden Canyon boulevard, visited each year by thousands of sightseers.

Several new roads, connecting districts in the western part of the county, have been constructed this year, and two new steel bridges built. The first is at the mouth of Ogden canyon and the second is across the Weber river between West Weber and Plain City. Extensive improvements in the way of a boulevard to the west from the city are contemplated for the coming year.

Under the direction of the state, W. G. Wilson has also expended considerable money and made a fine road up towards Rich county and another to Bear Lake county. During the coming year these highways will also be improved and extended.

The scenic portion of Weber canyon is also in Weber county and this highway is one of the best and busiest in the state. Not content with the liberal expenditure of general county funds, many of the road districts raise themselves from 2½ to 5 mills for special road purposes.

Ogden City is most fortunately situated as regards pleasure resorts. Among these may be mentioned the grove park, within the city limits, and which includes a fine athletic field; the Hermitage and Winslow's, two resorts in Ogden canyon; Malan's Heights, in the mountain west of the city; and the Ogden Hot Springs, nine miles to the north. A splendid lake resort and sanitarium is to be built by the Southern Pacific company on the Promontory.

The municipal court closes its first year in Ogden with 1902, having been created by the last legislature, and Justice Albert Howard elected to take his seat a year ago. This court now does most of the business formerly done by city precinct justices, as well as by the municipal police and justice of the peace.

State Schools.

The State School for the Deaf and the State School for the Blind are located in Ogden, both being under the management of Frank M. Driggs, with a corps of able assistants. The institution is practical, teaching useful trades as well as more intellectual studies. A model scale are features of the school grounds. There are 102 inmates, eighty-five in the School for the Deaf and seventeen in the School for the Blind. Eighty of the pupils are from states other than Utah. John Watson is president of the board of trustees and Mrs. Eva F. Corey, secretary.

City Schools.

Ogden City has about 5,600 children in her various schools, about 4,400 being enrolled in the public schools. The board of education is composed of Thomas D. Dee, president; R. J. Joyce, vice president; E. M. Conroy, G. H. Jenson and H. W. Gwillym, all of whom are members of the board.

Many improvements in building were made during 1902. Among the important improvements in building were the remodeling of the High school and the construction of a four-room addition at the Pingree. Nearly every building now is of modern form and has a complete and wholesome system of sanitation. The teaching corps of the city is particularly efficient and loyal, many of the teachers employed being graduates of the school system. It is probable that a systematic raise in the salaries of the teachers will be put in force early in 1903.

County Schools.

The county schools are under the direct supervision of W. E. Jenson, who has been three times elected to the position of county superintendent. The county is gradually acquiring a fine lot of up-to-date school buildings, one costing \$11,000 being erected in West Weber and one costing \$8,000 in Huntsville this year. The county school children number about 3,300. There are twenty-four school districts and the teaching force numbers over fifty.

Private Schools.

A number of first-class institutions of learning are located in Ogden and not connected with the public school system. Among these may be mentioned the Sacred Heart academy, a Catholic school for girls, but non-sectarian in policy, and St. Joseph's school for boys, under the same management.

The Latter-day Saints' school of this county, and the Intermountain Business college is also located here.

Work on the Cut-off.

Upwards of 1,000 men working over the water is a novel statement to make concerning a piece of work in an inland state, but that was exactly the condition at times during the summer work on the Ogden-Lucine line across Great Salt Lake. The construction of this line is one of the most stupendous and remarkable pieces of engineering work undertaken in the last decade and when completed it will stand as a splendid triumph of human ingenuity.

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inexhaustible supply for ballast. Probably no less than \$10,000,000 will be expended to put this magnificent stretch of roadway into shape for operation before the improvements are considered finished.

An office force of thirty-five is employed in the engineering department headquarters in Ogden, the force being required to handle the clerical work of the great operations. At present the outlay in wages alone will likely average \$150,000 per month. All this ceaseless activity and great expenditure of money has, of course, a marked and immediate effect on business in Ogden, the money being put into circulation in this city and county. These are some of the immediate effects of the great work. The more lasting effect, and one that gives great stability to the city's financial and business interests, is that the great outlay makes secure the city as the center of vast railroad interests.

Activity in Railroads.

Aside from the great activity due to this construction of the twenty-eight-mile trestle, the railroads have continued their great work for Ogden and this has been a year of great activity in the Ogden-Lucine work, the Pacific and the Southern Pacific are spending millions in improving their roadbeds, and running time between the two oceans is being rapidly cut down.

Four great systems center in Ogden—the Union Pacific, Southern Pacific, Oregon Short Line and Rio Grande Western. A union passenger depot is used by all four roads. The Southern Pacific has machine shops located in this city, and not counting the men engaged in the Ogden-Lucine work, the company employs an average of 1,100 men, with an average monthly payroll of \$125,000.

The Union Pacific has a monthly wage schedule of about \$30,000. The Rio Grande Western has, in addition to terminal facilities, freight house and the like, a Pintsch gas plant, which supplies all the roads with gas for lighting purposes. This road employs about 105 men in and about Ogden and disburses about \$75,000 per month.

The Oregon Short Line co-operates with the Union Pacific in much of the terminal work, a joint agent supervising the freight business of both roads. The general offices of the road are in Salt Lake City, but during the year the dispatchers' offices have been transferred to this point.

All the roads extended their yard trackage to a considerable extent during the year, so that the yard mileage now operated or about to be operated will approximate:

Miles.
Union Pacific 18
Southern Pacific 18
Ogden Union Depot company 5
Rio Grande Western 10

Total 51

By the construction of a line from Corinne, thirty miles west of Ogden on the Southern Pacific, straight across country to the Oregon Short Line near Brigham, the latter road may now handle the Southern Pacific trains, allowing the tearing up of parallel tracks, and giving the Southern Pacific the ties and rails of the abandoned line for use on the Ogden-Lucine work. A similar stretch, though much shorter and within the city limits, connects the ties and rails of the Oregon Short Line between the Oregon Short Line, the Union Pacific and Southern Pacific, and this has furthered much practical and harmonious development work about the local railroad district.

The Ogden Union Depot company, including the baggage department, em-

some will come to the top sooner than others. Starch, the valuable portion of the potato, is heavier than water, and the tubers that contain most starch are best for the table, being mealy when cooked.

By putting a bushel of potatoes into a barrel nearly full of water and stirring in salt the tubers poorest in starch will float to the surface and may be picked off. By stirring in more salt, more potatoes will rise. Those that remain at the bottom longest are worth the most.

The difference in the table quality of the lightest and heaviest tubers is surprising. The former will be soggy and salty, the latter flaky and farinaceous. It is believed by many that the market value of potatoes should be based on their specific gravity. There seems to be no reason why potatoes containing but 12 per cent of starch should sell for as much per bushel as those containing 20 per cent, as the former are worth twice as much as the former for food.

When potatoes are sold on their merits as food, rather than on the amount of bulk they fill, farmers will have some encouragement to produce tubers that contain starch, and potatoes will be more used for food, because their food value and costability will be increased.

Ogden's Jobbing.

by the wholesalers of Ogden is one of the strongest forces in the city's prosperity. The commercial travelers from the Junction City are everywhere within a radius of 600 miles. They travel in almost every known mode at some time or during the year, reaching every one of the outlying districts in winter time by the use of dog sledges and snowshoes. Wherever they go they carry the message of Ogden